

CENTRAL INTELLIGENCE AGENCY

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1. The Smolensk Aircraft Factory, No 35 [] At that time this factory was composed of twelve separate shops and was principally engaged in major overhauling of all types of aircraft and aircraft engines. There were three experimental shops; i.e., they produced experimental aircraft for the TsAGI (Central Aero-hydrodynamic Institute) for a period of about three to five months. These shops were "Sovershenno Sekretniye" (Top Secret) and only those who worked in them were admitted. During this period of experimentation many specialists from factory No 156 worked in these shops. Factory No 156 was located in Moscow and was under the control of the Central Aero-hydrodynamic Institute.
2. When World War II broke out, factory No 35 was evacuated to Kuibyshev where it began manufacturing aircraft propellers of all types. Most of its output was directed to the propeller needs of factory No 1 which was also moved to Kuibyshev and produced ground attack aircraft. The engines for these aircraft were produced at factory No 18 which was moved to Kuibyshev from Voronezh.

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after World War II, [] all these factories which were moved to Kuibyshev would remain there permanently.

3. After World War II a new aircraft factory was built in Smolensk []

[] factory No 1 in Kuibyshev was producing MIG-15 aircraft []

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4. aircraft factory No 1, in Kuibyshev, produced between 40 and 50 MIG-15s per month.

5. []

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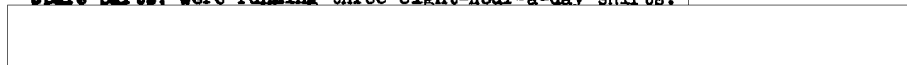
[] factory No 35, there were about 10,000 or 12,000 employees.

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All of them worked six days per week. Some shops were running one eight-hour-a-day shift, others were running two eight-hour-a-day shifts, and more important shops, such as the ones which were engaged in production of spare parts, were running three eight-hour-a-day shifts. []

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